

made by a sub-committee inquiring into the award of naval decorations as soon as it completes its present task of investigating the award of medals. This decision was made today by the full Senate Naval Committee.

A motion by Senator Pittman, Democrat, Nevada, to have a separate sub-committee named to make an immediate investigation was defeated. Chairman Hale said the committee could not complete its investigation of naval decorations in less than ten days and that the inquiry of Admiral Sims' charges would not be undertaken until the committee had made its report on the matter now under consideration.

The inquiry into naval awards was resumed after the meeting of the full committee adjourned. Admiral Sims was called to resume his testimony which started Saturday.

Senator Pittman, who directed the examination of Admiral Sims, cautioned him not to comment on any matter not related to naval decorations.

Senator Pittman called the Admiral's attention to the fact that some of his recommendations for decorations had been changed by the Knight Board.

INSIDE STORY OF THE ROW OVER SIMS AND BRITISH WARNING

(Continued From First Page.)

Investigation it will find many other interesting things. For example, it will be found that the British Government offered to make Admiral Sims a member of the British Admiralty, and without declining the honor himself, he asked the Navy Department's opinion and urged acceptance. The Navy Department promptly inquired if the British Admiralty had offered to take in the naval representatives of France, Italy or Japan, and the answer came back that the honor had been reserved as a distinguished mark for the United States alone, whereupon the reply that was quickly cabled back to Admiral Sims said in effect, "Certainly not."

JEALOUSY IN THE NAVY ALL THROUGH THE WAR.

Throughout the war there was a good deal of jealousy and rivalry between the naval commanders. It was so in the army too. For instance, it was an open secret in France that Gen. March, Chief of Staff in the United States, didn't get along any too well with Gen. Pershing, Commander in Chief on the other side. This often happens when brief cablegrams and a distance of 3,000 miles separate officials from their home offices.

Logically Capt. Gleaves should have gone to Europe just before the outbreak of the war as America's naval hero, if we entered the war, would find, if we recognized, upon destroyers and Gleaves was in command of our destroyer flotilla. But because Sims had a reputation for "getting along well with the British," he was selected. And he did many splendid things which won him the admiration of the Navy Department. When the war was over Admiral Sims asked for the post of executive at the Naval War College. It was reliably reported that he really wanted to be made Commander in Chief of the Atlantic Fleet.

In truth, he did not apply for the job himself but devoted his time to opposing the selection of Rear Admiral Henry B. Wilson, who had been in command of Naval Operations Office on the coast of France, where the great bulk of American troops were safely landed during the most destructive activities of submarines. DEPARTMENT DIDN'T LISTEN TO KICK ON WILSON.

But the Navy Department didn't listen to Admiral Sims' objection to Wilson, whom he charged with being a poor subordinate. Moreover, there was considerable friction between Admiral Sims and Admiral Benson, Chief of Naval Operations, who went to France with the American War Mission.

There is a good deal of bitter feeling in naval circles over Admiral Sims' activities and far from being simply the usual attack on a civilian secretary of the Navy by the professional naval men, this controversy runs deep into naval ethics, naval jealousies and naval personalities.

For instance, resentment has never disappeared over the statement issued by Admiral Sims to the general effect that it was the British Navy who got our troops to Europe safely. Admiral Gleaves felt compelled to issue a statement giving the exact figures and while it is true that the British merchant marine, which had always been larger than ours, carried 48 per cent of our troops to Europe, the United States ships carried 46 per cent.

But as far as actually getting our troops safely to Europe the impression left on the public mind by Admiral Sims' statement was that the British destroyers and naval vessels actually conveyed more American troops than did our own destroyers. The official figures show that only 297,000 American troops went to Europe under British escort, while 1,720,360 went under the escort of the United States Navy. The percentages are 81 per cent under American escort, 14 per cent under British escort and 5 per cent under French escort. SIMS IS CREDITED WITH PERFORMING DELICATE TASK. Nobody in the Navy Department

and not by Secretary Daniels. The witness replied that his criticism was not of the person who made the charges, but of the fact that they were changed.

Senator Pittman read the record of the unanimous award by the Knight Board of a distinguished Service Medal to Capt. Satterlee, commanding the coast guard cutter "Tampa," sunk by a submarine September 1915, with a loss of all hands. He compared the circumstances to those surrounding the loss of Commander Bagley's ship.

Senator Pittman then read the letter from Secretary Daniels to Chairman Hale outlining his reasons for awarding medals to the commanding officer of ships sunk by the enemy.

"Those sentiments, if maintained, would undermine any military organization," said Admiral Sims. "The committee is not conversant with the facts and could not change my final opinion one iota. One who did not sweat blood with these officers during the war would be competent to say who deserved medals."

Chairman Hale said, "The committee is not here to award medals, but to investigate the facts surrounding awards already made."

LINEAR POWHATAN, DAMAGED, IS BEING TOWED TO HALIFAX

Several Big Vessels Are Standing By the Flooded Transport.

PASSENGERS SUFFERING.

Boiler Fires Out and There Is No Heat—Vessel Not in Peril.

With half a dozen other vessels rushing to her assistance, the American Army transport Powhatan, disabled 700 miles east of New York with 271 military passengers and a crew of 290 on board, is being towed into Halifax for repairs. She is in no peril and many vessels are standing by her. Her boiler rooms are flooded and her passengers are reported by wireless to be suffering severely from lack of heat and light.

Among the 271 passengers on the Powhatan are 11 women and 8 children, 4 officers and 179 enlisted men. There is considerable doubt as to what vessel has the former Hamburg-American liner Hamburg in tow. A wireless message received at the Chatham, Mass., Navy Yard declared the Codrre, of the White Star Line, had passed a line to the disabled transport. A similar message, received at the Army Transport Service in New York, said the British steamer Barde had the transport in tow. It is believed the passenger-carrying Codrre at first stood by, but gave up the tow to the slower Barde when the latter came up.

The message received here declared the Powhatan was in no immediate danger, but added: "We are O. K. Water practically stopped, but passengers very uncomfortable with no heat or light."

"A tremendous sea is running," the wireless message stated. The passengers will be transferred to the Codrre for safety as soon as the seas moderate.

The Powhatan left New York last Friday for Antwerp. First news of the accident was received Sunday afternoon, when S. O. S. calls were sent out.

The Powhatan, formerly the Hamburg-American liner Hamburg, once the temporary yacht of the Kaiser, and the ship that took Col. Roosevelt for this port when he started for his Arctic hunt, reported late yesterday:

"Ship leaking in fire room. Fire room flooded. Steam not sufficient to operate pumps. Assistance requested. Northeastern gas blowing."

Col. J. B. Mitchell, in charge of the army transport service, asked the Halifax authorities to send tug from the Boston district, two destroyers from Newport and the two incoming transports, Northern Pacific and Martha Washington, were ordered to go to the assistance of the Powhatan. The transports are bringing home the last of the A. E. F. men from France, and probably have reached the Powhatan.

The East Coast Fisheries Company steamer Curlew called for assistance last night and reported her position as about 250 miles southeast of Boston. The steamer Sea Bird was standing by.

The Shipping Board steamer Independence, which left Newport Thursday for Rotterdam, reported by wireless that she was stuck in the mud off Cape Henry. A tug was sent. The Independence is a vessel of 5,000 tons gross.

The Shipping Board tanker Wilhelm Jensen reported that she was disabled and was drifting on a reef in latitude 27.35 north and longitude 78.52 west. The Coast Guard steamer Yamacraw was notified of her difficulty. The Wilhelm Jensen, which has a gross tonnage of 2,204, left New York Tuesday for Palo Blanco, Mexico.

The Lake Harney, a 2,500-ton freighter, was at ground at 2 A. M. today off Patuxent, L. I. She is without cargo of passengers and is reported to be listing slightly to starboard.

M. F. White, with the life-saving crew of the Blue Point station, went out to the stranded ship, but was told no assistance was needed. It is hoped to float the vessel at high tide. The steamer Monterey, Vera Cruz to New York, reported by radio today to Tampa, Fla., that she had sighted the bulk of the schooner Carolina off Point Governors, on the north coast of Cuba. The vessel appeared to have burned during the night and the crew was not aboard.

SALVAGED SHIP HERE WITH BRIDES

Set aside when shells in her magazine exploded shortly after the Armistice was signed, and sunk in the harbor of Trafalgar by guns from the fort, the Ophir, a converted naval transport, reached New York yesterday. American sailors raised the vessel, rebuilt the stern which had been shot off by the guns from the fort and the old-looking brides, English and Spanish girls, who married men of the salvage crew. The bodies of fourteen sailors who died at Gibraltar were also brought over on the ship.

The Ophir was one of the largest neutral ships taken over by the United States. When she was sunk in Gibraltar, the Navy Department felt she could be floated and it promptly sent the Ophir to the United States. She was brought to New York yesterday.

"ARK" OF SOVIET IS ROBBED BY REDS BEFORE LANDING

Deported Radicals Reach Russian Border and Will Not Be Harned.

HANGO, Finland, Jan. 19.—The 249 radicals deported from the United States reached Viborg, the last station before they cross the Russian border, late yesterday.

They left Hango on a special train, guarded by fifty Finnish "White Guards" and American immigration authorities, at 5.30 P. M. Saturday. Miss Olga Erickson, who is attached to the American Commissioner's office at Helsinki, accompanied the party.

The "Reds" will be escorted to the Finnish-Russian border at the bridge at Terijoki. Finnish authorities have assured the Americans there will be a cessation of hostilities between their forces and the Soviet troops while the radicals are crossing the bridge into Russia.

The Russian Soviet Government, it was said, has assured the American and Finnish authorities that its troops will not molest the "Reds" as they enter Russia on their way to Petrograd.

"I start for Russia with mingled emotions," Emma Goldman said, just before the train departed. "Of course I want to see what is ahead, but I leave much that is dear behind. I send my regards and love to all in America, both enemies and friends."

Search of the radicals' baggage, before it was put aboard the train, revealed some instances of pilfering of property from the buffet, which carried the party from New York to Hango.

Each member of the party was provided with five days' army rations. Officials said the party would be escorted only as far as the Finnish side of the border. From there they must carry their baggage into Russia.

BRITISH WARSHIPS RUSH TO BLACK SEA

Admiralty Says Movement Is to Protect Subjects From Bolshevik Advance.

MALTA, Friday, Jan. 19.—Orders were received Thursday night for a number of naval vessels to leave Malta, apparently for the Black Sea. Vice Admiral De Robeck sailed on Friday on board the battleship Iron Duke, accompanied by the destroyer Scylla and the transport ship St. David. The battleship Iron Duke, which is a modern vessel, is reported to be carrying a large number of British troops and is expected to reach the Black Sea in a few days. The transport ship St. David is also carrying a large number of British troops and is expected to reach the Black Sea in a few days.

NEW FLUSHING BRIDGE.

Long Island Commuters Attend Hearing to Consider Improvements.

Deputy Public Service Commissioner Alfred M. Barrett and M. T. Donnelly held a public hearing today to consider suggestions for improving conditions on Flushing Creek, where a drawbridge used by the Long Island Railroad was out of commission by barges on two successive nights of last week. Sitting on the bench was the Hon. Charles F. Smith, Chief Justice of the Supreme Court. The hearing was held at the Flushing Creek station, where the bridge is located. The bridge is a drawbridge and is used by the Long Island Railroad for its trains. It was reported that the bridge was damaged by barges on two successive nights of last week. The hearing was held to consider suggestions for improving conditions on the bridge and to consider the possibility of building a new bridge.

GAS KILLS FAMILY OF FIVE.

Father, Mother and Son Among Dead in Philadelphia.

PHILADELPHIA, Jan. 19.—An entire family of five was wiped out by gas today in their home in this city. The dead are John J. Kelly, fifty-five years old, a M. I. A. who was in the war, his wife, Mrs. Kelly, and their three children, a sixteen-year-old son, a twelve-year-old daughter and a four-year-old son. The family was found dead in their home this morning. The cause of death was determined to be carbon monoxide gas. The family was found in their home at 1234 N. 10th St. The house was found to be gas-tight and the gas was found to be coming from a faulty gas valve. The gas was found to be coming from a faulty gas valve. The gas was found to be coming from a faulty gas valve.

Rumely Trial Set for Feb. 23.

Judge Hand, in the Federal District Court, today set the trial of Edward A. Rumely, former proprietor of the Evening Mail, for Feb. 23. Rumely is charged with "conspiracy to defraud the Government in that he failed to report to the enemy alien property custodian his interest in the Evening Mail."

Dead States to Testify on Blackboard.

LOUISVILLE, Ky., Jan. 19.—Testimony of twenty-two dead sailors summoned for the preliminary hearing of John H. Mueller, charged with the killing of Rebecca Leysell, twenty-one, was written out and read by the police today. The victim was a dead state, as is the accused.

Steel Mill Blown Up Kills Three.

EAST CHICAGO, Ind., Jan. 19.—Three men were killed and eleven others injured today by an explosion of boilers in the plant of the Interstate Iron and Steel Company here.

Snowplow Kills Veteran During Storm.

OSWEGO, N. Y., Jan. 19.—While walking on the railroad tracks during a terrific snow storm, Louis Sherman, 23, a veteran of the World War, was struck by a snow plow and killed.

Steel Mill Blown Up Kills Three.

CHICAGO, Ind., Jan. 19.—Two men were killed and two others seriously injured today by an explosion of boilers in the plant of the Interstate Steel Mills at East Chicago, Indiana.

MILLERAND TAKES PLACE AS HEAD OF FRENCH MINISTRY

New Government Organized As Successor to Clemenceau Cabinet.

PARIS, Jan. 19.—Alexandre Millerand, Governor of Alsace, today accepted the offer of President Poincaré to head the new French Cabinet.

Millerand himself will take the portfolio of foreign affairs, the remainder of the Cabinet he named as follows: Minister of War, Andre Lefevre; Minister of Marine, M. Landry; Minister of the Interior, M. Steeg; Minister of Public Education Andre Honnorat; Minister of Finance, Francois Marsol; Minister of Commerce, M. Jaeger; Minister of Labor, Paul Jourdain; Minister of Justice, M. L'Hopiteau; Minister of Agriculture, M. Ricard; Minister of Public Works, M. Letourneur; Minister of Hygiene, M. Breton; Minister of Liberated Regions, M. Tournon.

Andre Tardieu, former French High Commissioner to the United States, refused to retain his portfolio as Minister of Liberated Regions.

The new Cabinet holds its first meeting at the new Premier's home at 4 o'clock this afternoon.

The choice of M. Millerand as Premier has created an excellent impression in Parliamentary circles.

CLEMENCEAU KEEPS PEACE COUNCIL POST

Will Not Resign As President of That Body Till Adriatic Question Is Settled.

PARIS, Jan. 19 (United Press).—Georges Clemenceau, retiring French Premier, will continue as President of the Supreme Council until the Adriatic and other pressing problems have been settled, it was believed today.

Contrary to expectations, he has not resigned as head of the Council.

The Jugo-Slav delegates have not yet received a reply from Belgrade on the tentative solution for disposition of Fiume advanced by the Council.

MARTENS ON STAND BEFORE SENATORS

Says He Did Not Register Here as German Because He Had Become Russian Citizen.

WASHINGTON, Jan. 19.—After Ludwig C. A. K. Martens, self-styled Russian Senator Ambassador to the United States, had given a brief personal history of himself and his life in Russia, the Senate Committee investigating Bolshevik propaganda in the United States adjourned suddenly today because its members had other engagements.

Just before adjournment, Martens, replying to questions by Chairman McNamara, said he was born in Russia of German parents, and was educated in Russian schools as a mechanical engineer. He was arrested in 1881 for revolution against "the Government of the Czar," and kept in prison five years. Later, he was deported to Germany where he served two years in the army. From there he went to Switzerland and to England and came to the United States in 1916. Senator McNamara asked if he had registered as a German citizen after the United States entered the war.

"No, I had perfected my Russian citizenship before the registration was required," Martens responded.

TRADE GROWING WITH GERMANY

WASHINGTON, Jan. 19.—A steadily increasing volume of trade between Germany and the United States, with American exports to the enemy country reaching in November of 1919 almost 50 per cent of what they were in the same month of 1913, is shown in figures released today by the Commerce Department.

Food products are going to Germany by railroads and fertilizers are being sent here.

Imports from Germany were valued at \$24,106 in July, 1919, and by November of 1919 they had grown to a value of \$2,223,919. The imports in November, 1919, were valued at \$14,256,992. August exports to Germany were valued at \$11,873,227 in 1919, or 55 per cent of the corresponding amount, \$21,301,274, in 1913.

OIL STOVES IN COURT.

House Uses Them and Open Fires When Steam Plant Fails.

Old police headquarters at No. 200 Mulberry Street was like an incubator this morning and when Magistrate House ordered the Court to be held over, the steam heating plant had been frozen over Sunday and the custodian of the building was unable to get out. Messengers were dispatched for oil stoves and the open fires were lit. The Court was held over and the oil stoves were lit. The Court was held over and the oil stoves were lit.

WON'T FIGHT EDWARDS.

Attorney General Will Not Act for Anti-Social League.

TRINTON, N. J., Jan. 19.—State Attorney General Stuart announced today that he had declined the request of the Anti-Social League of New Jersey to institute proceedings in the State Supreme Court to prevent the election of Edward J. Edwards, Democrat, and Robert J. Edwards, Republican, to the County, who were named on a "war" platform, from taking office tomorrow.

SWEET'S ACTION ON SOCIALISTS 'SPLITS PARTY'

Republican Member to Lead New Move to Seat Five Pending Trial.

ALBANY, Jan. 19.—The split in the Republican party, due over the suspension of the five Socialist members of the Assembly will be emphasized to-night. Assemblyman William C. Ames, Republican, of the 11th Manhattan District, will introduce a resolution seating the five pending their "trial" scheduled to begin before the Judiciary Committee at 11 o'clock to-morrow. Speaker Sweet, however, has the majority well in hand and the resolution, in all likelihood, will be defeated.

John R. Stansfield and Martin W. Littleton, retained by Attorney General Newton to aid in the prosecution of the Socialists, have established headquarters at the Ten Eyck Hotel in New York City.

Morris Hillquit and other counsel for the Socialists, together with the five suspended members, are expected here to-night.

It is expected the trial will last the better part of a month, and there is talk of night sessions for the Assembly to enable it to keep up with its work.

SOCIALISTS OPEN ALBANY QUARTERS

Hillquit and Other Counsel Go to Lead Fight for Ousted Assemblymen.

Morris Hillquit, leader of the Socialist Party in this State, with the party's legal committee and counsel and their clerks and stenographers, moved their headquarters today from this city to the Ten Eyck Hotel in Albany.

They have several trunks full of papers, prepared to meet any statements which may be used by Attorney General Newton and Martin Littleton, his associate in the prosecution brought against the five Socialist Assemblymen suspended from the Legislature by Speaker Sweet and the majority.

Just before his departure Hillquit said:

"We are leaving for Albany sustained by a strong sense of public opinion, in which prominent men of all parties are combined to sustain the principle of representative government in this State."

Whatever may happen in Albany we are confident that the attempt to outlaw the Socialist Party in this State cannot possibly succeed. The fundamental principle of our government is that of a government of the people, by the people, for the people, and the remaining part of it recognizes the democratic principle of the majority rule.

Just before adjournment, Martens, replying to questions by Chairman McNamara, said he was born in Russia of German parents, and was educated in Russian schools as a mechanical engineer. He was arrested in 1881 for revolution against "the Government of the Czar," and kept in prison five years. Later, he was deported to Germany where he served two years in the army. From there he went to Switzerland and to England and came to the United States in 1916. Senator McNamara asked if he had registered as a German citizen after the United States entered the war.

CASE OF THE KAISER IS TAKEN UP BY OFFICIALS OF HOLLAND

(Continued From First Page.)

persons which imperiously exact that promissory violations of international treaties, as well as systematic disregard of the most sacred rules and rights of nations, should receive as regards every one, including the highest placed personalities, special punishment provided by the Peace Congress.

"The powers briefly recall, among so many crimes, the cynical violation of the neutrality of Belgium and Luxembourg, the barbarous and pitiless system of hostages, deportation en masse, the carrying off of young girls from the city of Lille, who were delivered defenseless to the worst promiscuity. The systematic devastation of entire regions without military utility, the submarine war without restriction, including inhuman abandonment of victims on the high seas, and innumerable acts against non-combatants committed by German authority in violation of the laws of war."

"Responsibility, at least moral, for all these acts reaches up to the supreme head who ordered them, or made abusive use of his full powers to infringe, or to allow infringement, upon the most sacred regulations of human conscience."

EXPECT HOLLAND TO TAKE A SIMILAR VIEW.

"The powers cannot conceive that the Government of the Netherlands can regard with less repugnance than themselves the immense responsibility of the former Emperor."

"Holland would not fulfill her international duty if she refused to associate herself with other nations as far as her means allow in undertaking, or at least not hindering, chastisement of the crime committed."

"In addressing this demand to the Dutch Government, the powers believe it their duty to emphasize its special character."

"It is their duty to insure the

execution of Article 227 without allowing themselves to be stopped by arguments, because it is not a question of a public accusation with judicial character as regards its basis, but an act of high international policy, imposed by the universal conscience, in which legal forms have been provided solely to assure to the accused such guarantees as were never before recognized in public law.

"The powers are convinced Holland, which has always shown respect for the right and love of justice, having been one of the first to claim a place in the Society of Nations, will not be willing to cover by her moral authority the violation of principles essential to the solidarity of nations, all of which are equally interested in preventing the return of a similar catastrophe."

"It is to the highest interest of the Dutch people not to appear to protect the principal author of this catastrophe by allowing him shelter on his territory, and also to facilitate his trial, which is claimed by the voices of millions of victims."

HOSPITALS MAKE ALIENS AMERICANS

Mental Ills of Foreigners Cured With Their Physical Diseases.

The hospital is advocated as one of the most successful weapons against Bolshevism by Dr. Copeland, Commissioner of Health, in an appeal for public support of hospitals, prompted by the financial embarrassment of Flower Hospital.

"The hospitals of New York not only cure the physical diseases of the immigrant classes to whom they give their free and unstinted service," Dr. Copeland declares, "but they also cure a far more vicious disease, it is the hatred of America that expresses itself in the present-day agitation for a curial, which its supporters call Bolshevism."

"Invariably, however, those foreigners in New York who have been sheltered and cared for by a hospital feel such gratitude that often their old distrust and bitterness is dispelled."

"Flower Hospital, I believe, is one of the most valuable institutions for carrying on this work. Its activities are now threatened by a shortage of funds, and it has been forced to make a public appeal for help in carrying on its work. On the grounds of this work of Americanizing our foreign population alone, New Yorkers should supply the funds necessary for enlarging this work."

TO USE BIG ARMY BASES FOR TRADE

Many Deposits on Atlantic Coast Will Be Leased to Commercial Interests.

The great army supply bases and terminals established on the Atlantic seaboard during the war are now to be put to permanent peacetime use, and such use of them as the military authorities do not need will be leased for commercial purposes, according to the recommendations made by a committee formed at Washington last September of War, which has been studying the problem since last June.

Such facilities for private commercial purposes will be leased on a long-term basis, and the Government shall have the right to terminate the lease for public or "dead" storage.

New York is especially interested in the points at South Brooklyn, Hoboken and Newark.

BROADWAY WANTS TRACKS REMOVED

Association's Referendum Result an Overwhelming Vote in Favor of It.

The Broadway Association, announced yesterday that the referendum among 19 members, started some time ago, had resulted in an overwhelming vote in favor of the suggestion that the car tracks on Broadway be torn up and a bus service substituted for the trolley service.

A resolution was said to show that 77 per cent of the members to whom ballots were sent voted for the bus line; 15 per cent were in favor of retaining the street cars, and 8 per cent returned the ballots without voting. The ballots showed, it was stated, that not only did the merchants doing business on Broadway object to present conditions, but heads of building and insurance companies likewise disapproved of the substitution of buses for street cars.

CANDY PENNY A POUND PROFIT

Our Two Big Specials

For Monday, Jan. 19th For Tuesday, Jan. 20th

MOLASSES HONEY ROCK—This is the sweetest of all candies. It is made of pure molasses and honey. It is sold in 1 lb. boxes for 34c. CHOCOLATE COVERED N. S. BARS—That big variety box of delicious candies, with hardly any two alike in the assortment. It contains 100 pieces of candy. It is sold in 1 lb. boxes for 34c.

Other Monday Attractions

OLD FASHION VANILLA CHOCOLATE CREAMS—There is a combination that is bound to prove irresistible to every candy lover. Big morsels of smooth, velvety cream, exquisitely flavored with vanilla and bits of our famous Old Fashioned T. S. B. are sold in 1 lb. boxes for 59c.

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